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SOURCE Gudok.500-KILOMETER LOCOMOTIVE RUNS BECOME MORE IMPORTANT

DISCUSSES LOCOMOTIVE COMPETITION -- Gudok, No 49, 23 Apr 50

The collegium of the Ministry of Transportation recently considered the progress of the socialist competition for 500-kilometer average daily locomotive runs. The collegium noted that this competition is of state significance in that it permits the best utilization of basic transport facilities, increases labor productivity, uncovers new reserves, and indicates methods for accelerating freight car and locomotive turnaround time, as well as for the improvement of other operations.

This year, carloadings are considerably above the prewar level, and should in the near future increase even more. Thus to handle the increasing freight will require the acceleration of freight car turnaround time and improved locomotive utilization. Acceleration by one hour of the turnaround time of all locomotives would permit a reduction of operating expenditures of 350 million rubles per year and would increase the labor productivity of all locomotive crews by 5 percent. In 1949, the average daily locomotive run on the railroad network was increased by 18 kilometers over the 1948 figure and locomotive turnaround time was accelerated by two hours.

Kotyash, head of the Western Railroad System, reported at the meeting that the transfer of almost all locomotives of the system to the condensed schedule permitted the raising of the daily locomotive run in 1949 to above prewar. Also, in spite of the fact that the work of the system has increased considerably during the past year, the number of active locomotives on the system during first quarter of 1950 was one third less than the 1948 figure. Less fuel is being expended per unit of work than before the war. During 1949, the Western System handled 13,888 above-norm-weight trains, in which 2,293,616 tons of freight were carried above the established norms.

Gundobin, head of the Main Traffic Administration, Ministry of Transportation, reported that on the network, 425 stations issue guarantees on the quality of train work performed, and more than 50 percent of all trains made up in industrial and freight stations are dispatched with guarantees. With the introduction

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of the summer schedule, the number of fixed-schedule (poyezd postoyannogo obrashcheniya) trains will increase from 13 to 50 percent, and on some railroad systems will comprise as much as 60 percent of all the trains provided for by the schedule.

Karpov, head of the Moscow-Donbass Railroad System, reported that, as a result of the mass competition among workers of all transport skills, the system dispatched 1.7 million tons of Moscow coal above plan in 1949, and while the system operated at a loss and received aid in 1948, in 1949 it reduced the cost of freight hauling by 3.7 percent and realized a profit of some tens of millions of rubles. At present, the system is effecting 42 percent of its coal carloading and 48.2 percent of all train dispatching during the first half of the day; 83 percent of the system's locomotives are completing the norm for average daily distance traveled and are operating on a condensed schedule. In comparison with 1948, the work of the system increased 14 percent in 1949, while the locomotive inventory was reduced by 22 locomotives. The earnings of all locomotive engineers increased an average of 12 percent.

However, there are still more than a few railroad systems in the network where the development of the movement for 500-kilometer average daily locomotive runs is not given the necessary emphasis. Among these are the Kuybyshev, Sverdlovsk, North Caucasus, Orenburg, and Southeastern, and other systems. The necessary effort is not being put into the operations of train handling and locomotive servicing in turnaround depots. Also, in many cases, the few locomotives operating on the condensed schedule are given such advantages as to disrupt the work of the rest of the locomotive inventory; furthermore, managers often insist on keeping an excess supply of locomotives.

The Main Locomotive Administration of the ministry drew fire for its method of determining who is a "pyatisotnik" (locomotive engineer striving for average daily locomotive runs of 500-kilometers or more) and who is not. According to the administration, a locomotive engineer achieving a daily run of 500 kilometers only once during a month and otherwise failing to complete the norm for average daily locomotive distance traveled, is adjudged a "pyatisotnik," while a locomotive engineer who consistently exceeds the norm for average daily locomotive distance traveled, but fails to achieve a 500-kilometer run in one day is not a "pyatisotnik."

MINISTER REPORTS ON COMPLETION -- Gudok, No 62, 24 May 50

B. P. Beshchev, Minister of Transportation, issued a progress report on the development of the movement for 500-kilometer average daily locomotive runs.

The statement declared that the collegium of the Ministry of Transportation has established that the year's experience in the competition for 500-kilometer average daily locomotive runs has opened up new possibilities for increasing the average daily locomotive runs and for raising weight norms and the average speed including stops of train traffic.

The collegium noted that the development of the movement promoted to a great degree the improvement of locomotive utilization in 1949, when the average daily locomotive run increased in comparison with 1948 by 8.4 percent and average speed including stops increased by one kilometer per hour. Improvement of locomotive utilization permitted fuel savings of above 500,000 tons.

On many railroad systems the movement has not gained widespread utilization because of underestimation of it on the part of some administrators, failure of some managers to render the necessary assistance to the participating locomotive engineers, unsatisfactory dissemination of the experience of the leading participants, incorrect making up of trains, weak organization of round-trip runs and locomotive maintenance, and improper compilation of the month and 10-day operational plans.

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